

MARITIME HERITAGE MINNESOTA

Log Book 60 of the USS Essex

July 1, 1916 –

December 31, 1916

The Day-to-Day Operations
of Shipbuilder

Donald McKay's Last Ship

Transcribed by Ann Merriman and Christopher Olson

Proofread by Betty Lloyd

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Ernest E. Dieball of the USS Essex Self Portrait
(Courtesy Betty Lloyd)



MINNESOTA HISTORICAL &
CULTURAL HERITAGE GRANTS

Essex - 11111 - NOV 21 1916

Bureau of Navigation,
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N. Nav. 36.

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TORPEDO BOAT LOG BOOK

U. S. S. *Essex*

From *July 1, 1916* to *December 31, 1916*

4-578

BUREAU OF NAVIGATION,

NAVY DEPARTMENT.

N. Nav. 36.

TORPEDO BOAT LOG BOOK

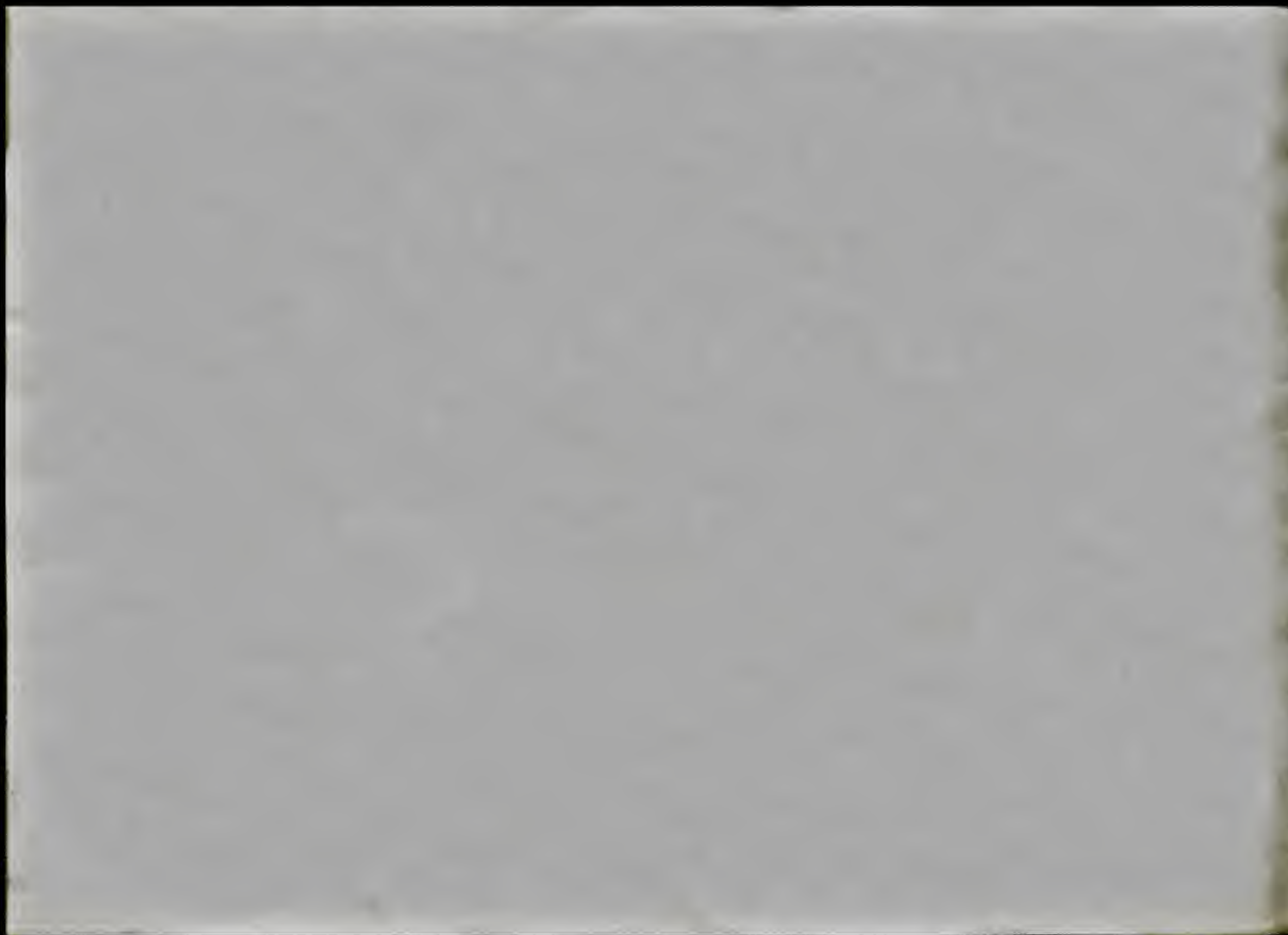
U. S. S. Essex, 1st Battalion Ohio Naval Militia

COMMANDED BY

Commander Anthony F. Nicklett. ^{O. N. M.}
~~U. S. N.~~

FROM July 1, 1916.

To December 31, 1916.



LOG BOOK U. S. S. *Essex* 1st Battalion Ohio Naval Militia

LIST OF OFFICERS.

NAME.	RANK.	REPORTED.	DETACHED.	REMARKS.
<i>Aurthur F. Middleton</i>	<i>Comdr. LDO.</i>			
<i>Otto K. Hausman</i>	<i>Lieut. LDO.</i>			
<i>Ross E. Wilcox</i>	<i>Lieut. LDO.</i>			
<i>Ernest E. Dittell</i>	<i>Lieut. LDO.</i>			
<i>Jacob Schwangkopf</i>	<i>Lt. Jg. LDO.</i>			
<i>Ross C. Guss</i>	<i>Lt. Jg. LDO.</i>			
<i>Gustave L. Guss</i>	<i>Ens. LDO.</i>			
<i>Walter J. Hazenwood</i>	<i>Ens. LDO.</i>			
<i>Harriet A. Barrett-Lewis</i>	<i>Ens. LDO.</i>			
<i>Cyrus Walter E. Jacotz</i>	<i>Pay. Lt. Comdr.</i>			
<i>Clarence G. Berger</i>	<i>Pl. Surg. Lt.</i>			
<i>Earl A. Grewing</i>	<i>Asst. Surg. Lt. Jg.</i>			
<i>Horace P. Corbin</i>	<i>Lieut. R.D.O.</i>			

1st Bat. Ohio Naval Militia

COMPLEMENT.

RATE.	ALLOWED.	ON BOARD.	REMARKS.
Chief Boatswain's Mate,			
Coxswains, <i>m. a. a. 1 cl.</i>		<i>1</i>	
Chief Gunner's Mate,		<i>1</i>	
Gunner's Mates, First Class,			
Gunner's Mates, Second Class,			
Quartermasters, First Class,			
Quartermasters, Second Class,			
Seamen,		<i>1</i>	
Ordinary Seamen,			
Carpenter's Mate, <i>1 cl.</i>		<i>1</i>	
Chief Machinist's Mates,		<i>0</i>	
Machinist's Mate, First Class,			
Machinist's Mate, Second Class,			
Chief Water Tenders,			
Water Tenders,			
Oilers,			
Firemen, First Class,		<i>2</i>	
Firemen, Second Class,			
Coal Passers,			
<i>ch.</i> Yeoman, First Class,		<i>1</i>	
Ship's Cook, First Class,		<i>1</i>	
Ship's Cook, Fourth Class,			
Cabin Steward,			
Cabin Cook,			
Mess Attendant,			

U. S. S. _____ 2 2 U BOOK U 2 2

U. S. S.
Built by
Laid down
Launched
Trials held

(Insert below the data obtained for new boats from the Report of the Board of Inspection and Survey.)
The data to be inserted are the results obtained on the official trials in accordance with the various clauses of the contract.

HISTORY OF THE VESSEL.

COMMISSIONED.

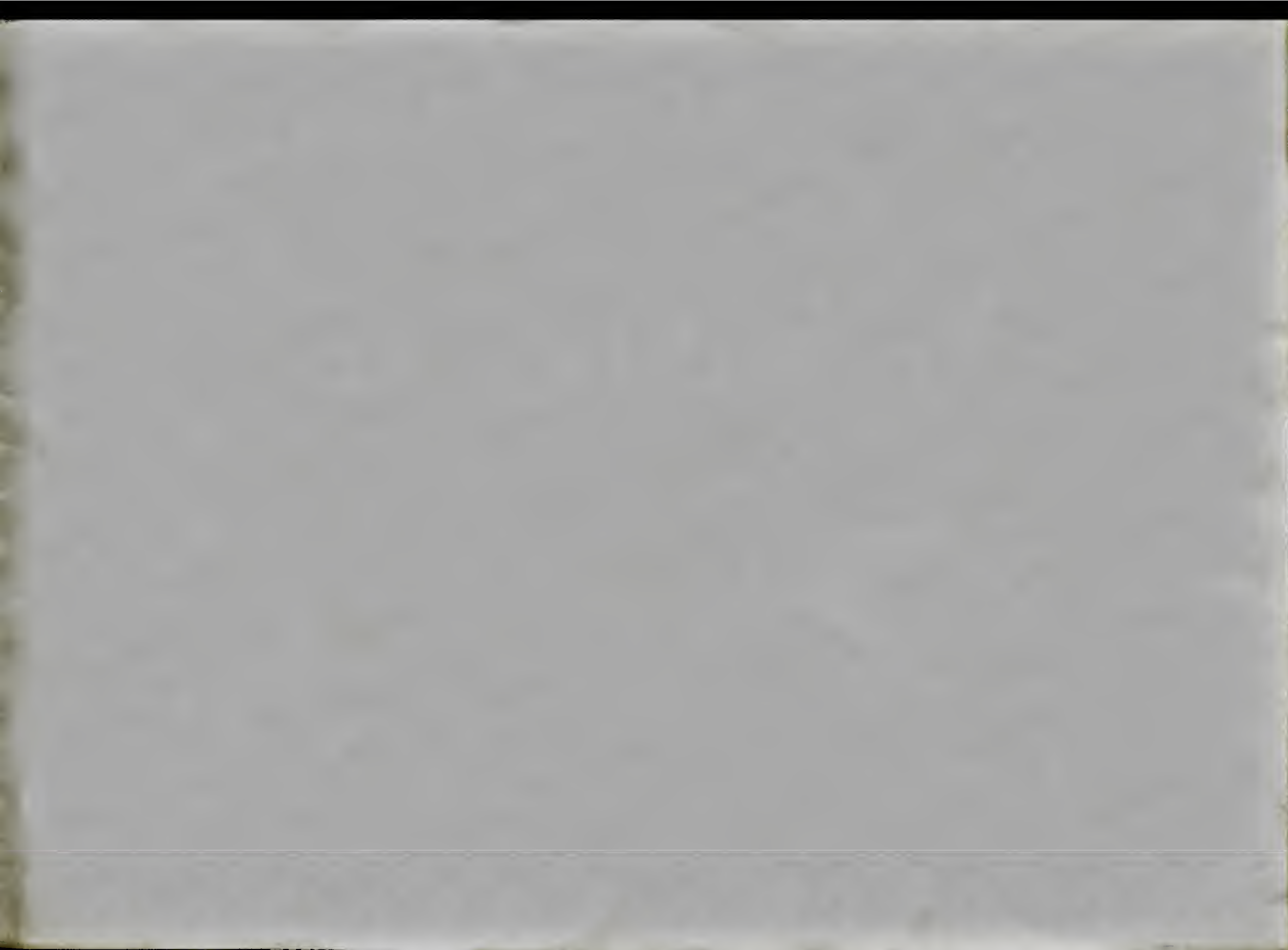
DATE

PLACE.

PUT OUT OF COMMISSION, OR IN RESERVE.

DATE.

PLACE.



LOG OF THE U. S. S. _____, AT _____
FOR THE WEEK ENDING _____, 19 _____

DAY.	REMARKS.
SUNDAY.	
MONDAY.	
TUESDAY.	
WEDNESDAY.	

4-2025

LOG OF THE U. S. S. *Essex*, AT *Palmdale, O. by Put-in-Bay*
 FOR THE WEEK ENDING *July 1*, 19*16*

DAY.	REMARKS.
THURSDAY.	<i>Made daily</i>
FRIDAY.	
<i>July 1</i> SATURDAY. 1916	<p><i>Made daily inspection of magazines and S.P. samples - conditions normal - magazine temp. max. 73° min. 72°</i> <i>Washed down gun and spar decks - Finished painting foot topping - Sewing ship around along side of dock.</i> <i>Secured, cleared up decks - Sent all spare men to preparedness parade - Repaired jacket off and screen door</i> <i>to cabin - Prepared to get underway at 5³⁰ am. Underway at 6 am. Passed crib light at 7¹⁵ am; Harbor Light at 7⁵⁷.</i> <i>Topped out at Harbor light reading 73.75. - Changed course to 104° at 7⁴¹ am; Anchored in Put-in Bay</i> <i>at 10⁵⁵ am 36 ft water. 20 fms clear. USS Dorothea at anchor in harbor. - Held night signal drill with Dorothea.</i></p>

Examined and approved:

Anthony F. Dickled
 Commander, O. N. M. Commanding.

LOG OF THE U. S. S. *Essex*Port in Bay *Bay*AT *Florida O.*FOR THE WEEK ENDING *July 5*, 19*16*

DAY.	REMARKS.
SUNDAY. 2	Carried out morning orders. - Held boat drill with crews from Essex & Dorset - under orders from bridge of Essex - Signal drills by radio to Dorset - also drilled by boats. Recd at 11 ³⁰ AM. Capt Kelly and Mr Clark called officially on C.O. - Set clocks one hour ahead. Bearings of Gas buoy 76° - Perry Memorial 168° - monument 1070 yards. - Dorset underway at 6 PM. Liberty party sent ashore at 7 PM. - Made S.P. test - condition normal. Max Temp. 73° Min. 72°
MONDAY. 3	Liberty party returned at 1.30 PM. - Changed time to actual time - Carried out morning orders. Sent Liberty party ashore at 5 PM. - Liberty party returned at 11 PM. Hoisted all boats and secured fenders. - Made daily inspection of S.P. samples - condition normal. Max Temp. 71° Min. 70°
TUESDAY. 4	Underway at 7 AM. Course 290 - Passed West Sister Island at 4:05 AM. - Captains at 5 AM. Passed harbor light 5 AM. - Passed cove 5 ³⁰ AM. - Aboard red can buoy at 6 ³⁰ AM. - Moved and secured ship at Walnut Street dock at 6 AM. - Then dressed ship at 8 AM. - Cleared up and swept down decks. Made daily inspection of S.P. samples. condition normal. Max Temp. 73° Min. 72°
WEDNESDAY. 5	Made daily inspection of magazines. Washed down spar deck. Hoisted radio aerial. Repairing gangway - Repairing flags. Taking up slack on shore haws. Cleaning boats and battery. Made up and stowed away all flags.

LOG OF THE U. S. S. *Essex*, AT *Puerto Rico*,
FOR THE WEEK ENDING *July 8*, 19*16*

4

DAY.	REMARKS.
THURSDAY. 6	<p>Made daily inspection of magazines Washed down spar deck. Swung ship around at dock. Rigged gangway Cleaned cabin and wardrooms. Painted gun Stowed away 4 1/4" bins.</p>
FRIDAY. 7	<p>Made daily inspection of magazines Washed down spar deck; repaired broken valve stems on fire plug. - Taking whitehead torpedoes from The Lions store window to ship; making up hammocks, mattresses and blankets. - Arriving carpets and curtains in cabin and wardroom. Turned anchor engine and steering gear over by steam. Tested magazine flood-cocks.</p>
SATURDAY. 8	<p>Made daily inspection of magazines - Washed down gun and spar decks. - General cleaning Cleaned and oiled off whitehead torp. do - Transferred hammocks to armory. Made new lanyard for sounding machine lead. Cleaned wardrooms and berth deck.</p>

Examined and approved:

Anthony F. Dicklett
Commander, U. S. Navy.

LOG OF THE U. S. S. *Essex*, AT *Porto Rico*
 FOR THE WEEK ENDING *July 15*, 1916

DAY.	REMARKS.
SUNDAY. 9	Made daily inspection of magazines Sunday morning.
MONDAY. 10	Made daily inspection of magazines Washed down spar deck; Scrubbed 77 hammocks, 20 bays & 15 mattress covers Making new strong backs for boat docks. Making new reeving tackles for Land steering gear.
TUESDAY. 11	Made daily inspection of magazines Washed down spar deck; Working on new strong backs for boat docks Making new reeving tackles for Land steering gear. Repairing flags Oiled off battery.
WEDNESDAY. 12	Made daily inspection of magazines Washed down spar deck. Making new tackles for Land steering gear - Working on new strong backs for boat docks Repairing flags Painting rust spots on ship's side

LOG OF THE U. S. S. *Essex*, AT *Taliedo, O.*
 FOR THE WEEK ENDING *July 15*, 19*16*

6

DAY.	REMARKS.
THURSDAY. 13	<p>Made daily inspection of magazines Washed down spar and gun deck. Making new strong backs for boat davits. Repairing flogs. Painting spots on ship's side Repaired gangway.</p>
FRIDAY. 14	<p>Made daily inspection of magazines Washed down gun and spar deck. Making strong backs for boat davits - repairing flogs. Turned anchor engine and steering gear over by steam Tested magazine flood cocks.</p>
SATURDAY. 15	<p>Made daily inspection of magazines Washed down gun and spar deck. Working on boat davit strong backs. Repairing flogs</p>

Examined and approved:

Anthony F. Picklett
 Commander, O. N. M. Commanding U. S. Navy.

LOG OF THE U. S. S. *Essex*AT - *Florida O*FOR THE WEEK ENDING *July 22*, 1916.

DAY.	REMARKS.
SUNDAY. 16	<p>Made daily inspection of magazines Washed down spar deck. Sunday routine.</p>
MONDAY. 17	<p>Made daily inspection of magazines Washed down gun and spar deck. Working on boat strong boards - repairing flags Started painting on spar deck. Painting spars.</p>
TUESDAY. 18	<p>Made daily inspection of magazines Washed down gun and spar decks. Working on boat strong boards. Repairing flags. Painting spars.</p>
WEDNESDAY. 19	<p>Made daily inspection of magazines Washed down gun and spar deck. Working on davit strong boards. Repairing flags. Painting spars.</p>

LOG OF THE U. S. S. Care, AT Palola O
FOR THE WEEK ENDING July 22, 1916

8

DAY.	REMARKS.
THURSDAY. 20	<p>Made daily inspection of magazines Washed down gun and spar decks. Working on davit strong boards. Repairing flags. Painting on spar deck.</p>
FRIDAY. 21	<p>Made daily inspection of magazines Washed down gun and spar decks Working on boat strong boards - Repairing flags. Painting smokestacks Turned over anchor engine & steering gear by steam Tested magazine floodcocks Discharged 184 buckets of ashes</p>
SATURDAY. 22	<p>Made daily inspection of magazines Washed down gun and spar deck. General cleaning of ship Took in slack on lines Repaired gangway.</p>

Examined and approved:

Anthony F. Dickel
Commander, O. N. M. Co. U. S. Navy.

LOG OF THE U. S. S. *Essex*, AT _____
 FOR THE WEEK ENDING *July 29*, 19*16*.

DAY.	REMARKS.
SUNDAY. 23	Made daily inspection of magazines Sunday routine.
MONDAY. 24	Made daily inspection of magazines Washed down gun and spar decks. Repairing flags. Painting spar deck.
TUESDAY. 25	Made daily inspection of magazines Washed down gun and spar decks. Painting on spar deck. Repairing flags. Sharpening carpenter's tools Breaking out and erasing ammunition boxes.
WEDNESDAY. 26	Made daily inspection of magazines - Washed down gun and spar decks - Repairing flags. Fitting and securing sounding machines - Painting on spar deck. Transferred to Nova Island. N. H. - 3 boxes containing 8 cartridges complete S. P. Index 578 Blue Shell and 36 empty cartridge cases 3 pdr. - 1 box containing one 8 oz sample bottle, S. P. Index 578.

LOG OF THE U. S. S. *Thetis*, AT _____
 FOR THE WEEK ENDING *July 29*, 19*16*

DAY.	REMARKS.
THURSDAY. 27	<p>Washed down spar deck. Repairing leaky seams on spar deck. Painting on berth deck and spar deck. Repairing flogs.</p>
FRIDAY. 28	<p>Washed down spar and gun deck. Repairing leaky seams over cabin. Painting berth deck. Tested magazine flood coasts. Turned anchor engine and steering gear over by steam.</p>
SATURDAY. 29.	<p>Washed down spar and gun deck. Broke out forward and quarter deck awnings - General cleaning.</p>

Examined and approved:

Anthony F. Pickle
 Commandant, O. N. M. Cutter, U. S. Navy.

LOG OF THE U. S. S. *Essex*, AT *San Francisco*
 FOR THE WEEK ENDING *August 15*, 19 *16*.

DAY.	REMARKS.
SUNDAY. <i>30</i>	Washed down spar deck. Sunday routing.
MONDAY. <i>31</i>	Washed down spar deck. Sleight hies, unrigged gangways Left dock at 1 P.M. and secured at Cronville Coal Dock at 3 P.M. Started coaling - Rigging stages over ship's side
August TUESDAY. <i>1</i>	Washed down spar deck. Coaling ship. Painting ship's side
WEDNESDAY. <i>2</i>	Washed down spar deck. Painting ship's side

LOG OF THE U. S. S. *Ceres*, AT _____, 1916.
 FOR THE WEEK ENDING *August 5*, 1916.

DAY.	REMARKS.
THURSDAY. 3	<p>Washed down gun and spar deck. Painting ship's side</p>
FRIDAY. 4	<p>Washed down spar and gun deck. Painting ship's side Tested magazine flood covers Left coal dock at 2.00 P.M. and moved at Walnut Street dock 3.30 P.M. Taking on stores Filled all fresh water tanks from hydrant on dock.</p>
SATURDAY. 5	<p>Washed down spar and gun deck. Taking on stores.</p>

Examined and approved:

Anthony J. Nickl
 Commander, O. N. M. Command, U. S. Navy.

LOG OF THE U. S. S. *Essex*

AT See Annual Census

FOR THE WEEK ENDING August 17, 1946.

DAY.	REMARKS.
SUNDAY. 6	Crew came on board. - Learned posted at gangway - Called Captains - Executive - and Engineer officers at 4 ^{am} ; All hands at 5 ³⁰ am - Mustered crew at 6 ⁴⁵ am. - Turned to at 6 ^{am} ; under way at 7 ³⁰ - Ash St. at 7 ³² - Whiskey at 7 ³⁵ ; Terminal bridge 5 ^{am} ; Captains at Covey - Passed Toledo Light at 9 ⁰⁴ am and started sailing ship for deriding (at 10:17 am 3 1/2 miles 30° from Toledo Light - Set course 35° P.S.C. for Detroit River Light - Steady Point abreast at 11 ³⁰ am - Changed course to 56° P.S.C. at 11 ³⁵ am - Headed for East entrance Buoy Detroit River. O. Hoyer, messenger, placed on buoyable list - Passed Detroit River Light 12:10 P.M. - Through the ranges at 3:05 pm, standing up center of river. Came to half speed at 4 ⁰⁰ pm and came to anchor at 4 ¹⁵ pm - began dragging and hove in and moved ship ahead at 4 ³⁵ pm - Came to anchor in 37 fms. of shore to waters edge. 4 ⁴⁵ pm Look bearing ship's head 70° in the D. M. Ferry building at Windsor. 156 on bowless tower. 3.10 ⁰ am at 5:30 pm. Calms at 6:25 pm. - placed anchor light - Held officers school - Lt. Comdr. C. N. Fischer, U.S.N. Federal Inspector of Local Militia conducting at 7 ^{pm} . - Turned to and swept down at 7 ¹⁵ pm. - Lowered flag and sent ashore. - sent mail - officers school discontinued at 9 ⁰⁰ pm - Lay out one on at door - for services to Federal. U.S.N.
MONDAY. 7	Came back at 4 ^{am} - all hands at 5 ^{am} . Turned to at 5:10 - Put out ashore at 6:55 am - Took out engine room litograph - turning engine etc and reported ready for getting under way - Calms at 8 ^{am} Sea cal at 8 ⁴⁵ am Officers call at 9 ^{am} ; Quarters and Inspectors of C.O. at 9 ³⁰ am; Main engines turned over at 9 ³⁵ am; Underway at 10 ^{am} Captains at Covey - stood up Detroit river - passed Port Lake Cairns at 10 ^{am} ; Bellisle light at 10 ³⁰ am; Windmill light ahead at 10 ³⁵ am. - All Calms on drift at 11 ³⁰ - at Clair light ship at 11 ³⁵ am - at Clair was Buoy at 11 ⁴⁰ am - Course from Lake at Clair was buoy to lower entrance was Bay was West East. - at 12 ¹⁵ pm passed lower entrance Bay buoy - changed course to 60 deg. just prior to entering at Clair flats - arrived at 12:35 pm. - instant coming ship and steering across edwards through St. Clair river; Fire drill at 1 ^{pm} . all hands at Stations no engine room. Dr. reported 1 ^{pm} ; 1st & 2nd Dr. 1 ⁴⁵ - Abandon ship 2 ^{pm} Relieved at 2:40 - Quarters at 2 ^{pm} - Abandon of Morris City at 3 ⁴⁵ pm - Saw Quarters at 3 ⁴⁰ pm - 1st & 2nd Dr. exp. 3.45 pm Eng Dir. 3.45 pm - Relief sounded - 348 and about St. Clair. - Came to anchor off Port Huron at 5 ⁴⁰ pm. weather very thick and foggy - started fog bell and placed light in rigging - Officers school held at 8 ^{pm} . Lt. Comdr. C. N. Fischer, U.S.N. - Put back over at 10 ⁰⁰ pm - secured ranges on shore - 76 fms. chain to shore 27 ft. water.
TUESDAY. 8	12:40 am shot gangway light went out - same was again at 1 ^{am} - Cancelled morning orders - 3rd cutter left for shore at 7 ^{am} . returned at 11 ^{am} secured all boats for sea. Boat under way at 11 ^{am} ; Abreast Ft. Gratiot light steering various courses at 12:04 pm - put over fatent log at 12:17 pm. making good - at then on light steering course 355°; at 12:40 pm set course N. 1/2 W. at 2 ⁰⁰ pm village of Lexington abreast; at 3 ¹⁵ pm Port Sandusky light 4 miles abreast. and course shifted to 348°. - Then on Port off fat hour at 6 ¹⁵ pm. - changed course 344°; at 7 ^{am} Port Huron Light fast beam; at 7 ¹⁵ pm changed course 341° at 8 ¹⁵ P.M. at 11:55 came watch lead out released.
WEDNESDAY. 9	Steering course 341° - at 2 ^{am} Thunder Island light bearing 45° on Port beam; at 2 ⁵⁵ am changed course to 337° - at 3 ^{am} changed course to 330°, hauled to 295° at 6:28 pm. - Life boat reported ready at 7 ^{am} ; 40 mile pt bearing 205° distance 14 miles at 8 ⁰⁰ am; Hauled to 268° at 10:10 am. - at 11:00 am hauled the course 310° - Port Blaine light 5 1/2 mile off port - at 11 ^{am} ; Hauled on course 276° at 12:04 pm. Lighted Round Island light one point off port bow at 12:58 pm - made in island one point off starboard bow at 12:50 pm. - Came to anchor in the name Harbor at 12 ⁵⁵ pm - Log taken in and recd. at 1 ^{pm} 37 1/2 fms chain 3 1/2 ft water; Captains - Lt. Comdr. Fischer left ship at 2 ^{pm} . returned at 2 ⁴⁵ pm. 3:00 pm Captains Evans of USS Isla de Luzon gave official visit. - Sent ashore for mail - 5 ^{pm} Captains Evans came on board. Wardroom officers made official call on wardroom officers of Isla de Luzon - 5 ^{pm} party sent ashore

LOG OF THE U. S. S. *Essex*, AT *Sea Animal Cruise*
FOR THE WEEK ENDING *August 19*, 19*16*

DAY.	REMARKS.
SUNDAY. 13	<i>Underway</i> at 6 ⁰⁰ AM - acting as flag ship - <i>Luzon</i> underway at 6 ⁰⁰ AM Captains at coney - headed for Sleeping Bear Point diamond-shaped 7 ⁰⁰ AM, headed for Green Bay - maneuvering en route. At 12 ⁰⁰ PM changed course to 207° at 1:00 PM Cape Light abeam fort bears. - Sturgeon Bay Light abeam at 4 ⁰⁰ PM; Village of Algoma abeam at 5 ⁰⁰ PM Keweenaw Light abeam at 6 ⁰⁰ PM; Hauled to course 175° at 7 ⁰⁰ PM; Rosley Point light abeam at 8 ³² PM 2 miles Two Pinos. Stbd beam 7 ⁰⁰ PM; Manitowish Stbd beam 7 ³² PM 7 1/2 miles - <i>Luzon</i> for worded, leaving column at Washington Island.
MONDAY. 14	Changed course to 177° reading log 139 1/2; at 5 ⁰⁰ AM North Point light abeam; at 5 ⁰⁰ AM checked engines to half speed - reduced to 50 turns at 5:30 AM - at 6 ⁰⁰ AM took in Patent log reading 190.5 - Entered Milwaukee Harbor steering down coast anchored at 8 ¹⁴ PM with 10 fms. chain at water's edge at 7 ⁰⁰ PM - sent ashore for mail. Quarters at 9 ⁰⁰ AM; Supper by C. O. Two civilian mechanics on board, repairing boilers - Liberty party sent ashore at 12 ⁰⁰ PM Search light died at 9 ⁰⁰ PM. - Liberty party returned - Liberty expired at 1 ⁰⁰ AM Aug. 15, 1916.
TUESDAY. 15	At Lands at 4 ⁰⁰ AM; carried out morning orders - C. & M. C. O. Holmberg & C. & M. P. J. through U.S. about over liberty from 7 ⁰⁰ AM Wardon (W.D.) and Cuddy (F.D.) returned on board drunk at 10 ⁰⁰ AM and 10 ⁰⁰ AM respectively. Liberty party sent ashore - liberty expiring at midnight - commissary ship came on board.
WEDNESDAY. 16	Liberty party returned - two absentees C. & M. C. O. Holmberg, & C. & M. P. J. through U.S. M. Boats hoisted and secured for sea. Underway at 8 ⁰⁰ AM - Captains at coney - headed East. Passed light ship at 8 ²⁴ AM. Turning to course 28° - Patent log over at 4 ⁰⁰ AM reading 675; At Lands at 6 ⁰⁰ AM; Sturgeon, course 27°; Charming ship. Grandport. Light on stbd beam at 5 ⁰⁰ PM; Changed course to 43° at 5 ⁰⁰ PM; Do Manitowish bearing 45° at 5 ⁰⁰ PM, changed course to 58° at 6 ⁰⁰ PM; changed course to 65° at 7 ⁰⁰ PM; North Manitowish light ship abeam port and changed course to 55° at 8 ⁰⁰ PM; Grand Traverse Light abeam at 10 ⁰⁰ PM.

LOG OF THE U. S. S. Essex, AT On Annual Cruise
FOR THE WEEK ENDING August 19, 1916

DAY.	REMARKS.
THURSDAY. 17	Port Island light on Port beam at 1 ⁴⁵ hrs log 36; 2 ³⁰ hrs Isle aux Eaux light abeam log 50.75; at 2 ⁴⁵ hrs changed course to 60°; 3 ¹⁵ hrs Gray's Reef light ship abeam log 55 - changed course steering on White Shoal light house; 5 ⁴⁰ hrs brought ship around inside White Shoal light and set course E ½ S. At 6 ¹⁵ hrs light abeam at 5 ⁴⁵ hrs 117° at 6 ¹⁵ hrs; Graham Shoal abeam at 6 ⁴⁵ hrs Course 70° at 6 ⁴⁵ hrs. Anchored at Maestrius Island 6 ⁴⁵ hrs; shifted berth at 6 ⁴⁵ hrs and put 30 fms water 30 fms chain; hearing of Red Cross buoy West 254° East 557° - held morning quarters two abreast. C. O. Holmberg, C. G. M. & C. J. Krough. C. D. M. 1104. Liberty party left ship - visiting party of nine persons - men, women and childrens visited ship - Mrs & Miss Mitchell came aboard to visit captain - Coast Guard Station power boat towed Liberty party back to ship around power boat breaking down.
FRIDAY. 18	Hoisted our boats, secured for sea. Underway at 4 ³⁰ hrs - two abreast. C & M. C. A. Holmberg & C. D. M. & J. Krough. Boats Blane Sals. course 90° - Boats Blane. with beam changed course to 128°; Reynolds Reef with beam 6 ⁴⁵ hrs; Applegate Reef light ¼ mile on port beam at 7 ⁰⁰ hrs. changed course to 137° at 7 ⁰⁰ hrs; Forty Mile Point abeam at 8 ⁰⁰ hrs Course 160° at 11 ⁰⁰ hrs - Presque Isle S & S W at 11 ⁴⁵ hrs; changed course to 165° - Thunder Bay light with beam - Log 64.4 at 253 fms. 1 ½ miles from light - Tene died at 1 ⁰⁰ hrs. 1st Div. reported at 8 ⁰⁰ hrs; 2nd Div. 8 ⁵⁷ hrs; Eng. Div. 8 ⁵⁷ hrs; Tor. Div. 8 ⁵⁷ hrs; Sub. Div. 8 ⁵⁷ hrs. Passed at 8 ⁵⁷ hrs. Revere at 9 ⁰⁰ hrs. Changed course to 166° at 9 ⁰⁰ hrs; Point aux Barques abeam at 10:24 hrs.
SATURDAY. 19	Changed course to 168° at 11 ⁰⁰ hrs. rain from 1 ⁰⁰ hrs to 2 ⁰⁰ hrs - Fog whistle going from 1 ⁰⁰ hrs to 7 ⁰⁰ hrs - sent Electrical stores from 2 ⁰⁰ hrs to 3 ⁰⁰ hrs; Changed course to 184° at 4 ⁰⁰ hrs; at 4 ⁰⁰ hrs changed course to 200°; at 4 ⁰⁰ hrs changed course to 270° at 6 ⁰⁰ hrs changed course to 191° at 6 ⁰⁰ hrs. course 205° at 7 ⁰⁰ hrs course 180° at 7 ⁰⁰ hrs. course 190° - Passed Throu Light vessel at 9 ⁴⁰ hrs. Ft. Gratiot on starboard beam 8 ⁴⁵ hrs; Black Cove buoy with beam at 9 ⁴⁵ hrs; passed over logs at Clair at 10 ⁰⁰ hrs; Entered canal at 11 ⁰⁰ hrs passed lower entrance buoy at 11 ⁰⁰ hrs; passed red cone 1 ⁰⁰ hrs; Windmill Pt 2 ⁰⁰ hrs; Rock Sale at 2 ⁰⁰ hrs; anchored off Woodward Ave. Detroit at 3 ⁰⁰ hrs; 26 ft water 45 fms chain - sent ashore for mail - Capt J. H. Mahala O. N. M. - U. S. Detachment Officer & Mr. Wilson, his clerk reported on board - Mr. Hankins - Mrs. Lewis & Miss Lewis reported on board - Liberty party sent ashore - Two abreast - C & M. C. A. Holmberg, with C. D. M. & J. Krough. A. M.

Examined and approved:

Anthony F. Dickler
Commander, O. N. M. Comp. U. S. Navy.

LOG OF THE U. S. S. *Essex* - *Commander Annie S.*, AT *Tacoma O.*
 FOR THE WEEK ENDING *August 26*, 1916

DAY.	REMARKS.
SUNDAY. 20	<p>Hoisted all boats and secured for sea: - Rouse "Eg" Henry - Seamus, first over board out of launch when landing was injuries - Underway at 6⁰⁰ am steamed down river - Passed USS <i>Dorothea</i> at 7⁵⁰ am. Standing upriver - Passed Tacoma Harbor Light at 11³⁰ am; Passed Crab Light 12¹⁵ am - Willapa Bridge 12⁵⁰ am; moored at Walnut street dock at 1⁰⁰ pm; General Muster by Capt J. H. Nicholas. 1000 US Disbursing Officer Crew mustered out and ship turned over to ship keepers.</p> <p>C. & M. C. G. Halenberg U. S. N. & C. & M. P. J. Kough reported on board at</p>
MONDAY. 21	<p>Washed down spar and gun deck.</p> <p>Cleaning up decks - General cleaning of ship</p> <p>Sent Malaria Equipment to Armory</p> <p>Painting spots on ship's side</p>
TUESDAY. 22	<p>Washed down spar and gun deck.</p> <p>Took in slack on lines - repaired gangway.</p> <p>Cleaned paint work on gun deck - Cleaned out boats</p> <p>Started painting boat topping - Painting spots on ship's side</p>
WEDNESDAY. 23	<p>Washed down spar and gun deck - Repairing after canopy cover.</p> <p>Painting ship's side and boat topping - Cleaning hatch deck and deck boy</p> <p>Repairing Mast.</p> <p>J. D. Keeling - 71st US N. transferred to USS <i>Rhode Island</i>, Philadelphia Pa</p>

LOG OF THE U. S. S. *Essex*, AT *Puerto Rico*
 FOR THE WEEK ENDING *August 26*, 1916

DAY.	REMARKS.
THURSDAY. 24	<p>Washed down gun and spar deck. Painting spots on ships side Painting boat topping Repairing gangway Took in slack on lines Hoisted below and mess gear.</p>
FRIDAY. 25	<p>Washed down gun and spar deck. Painting spots and boat topping on ships side Painted crews washroom and toilet Tested magazine flood cocks Turned anchor engine over by stairs Tested steam steering gear.</p>
SATURDAY. 26.	<p>Washed down gun and spar deck. Painting spots on ships side and boat topping Painting spots on gun deck. General cleaning of ship</p>

Examined and approved:

Anthony F. Dicklett
 Commander, O. N. M. Comd'g U. S. Navy.

LOG OF THE U. S. S. *Essex*, AT *La. So. O.*
 FOR THE WEEK ENDING *September 7*, 1916

DAY.	REMARKS.
SUNDAY. 27	Washed down spar deck. <i>Runday Runday.</i>
MONDAY. 28	Washed down gun and spar deck. Cleaning workroom & ice box Making new boat davits and strong backs Cleaning sick bay and berth deck. Repairing after canopy covers.
TUESDAY. 29	Washed down gun and spar decks Breasting out and restoring after sail roves Making boat davit strong backs Taking on fresh water Winded ship around at dock. Secured gangway — cleared up decks
WEDNESDAY. 30	Washed down gun and spar decks Angled lines — Left Walnut Street dock and secured at Charville Coal Dock. Started coaling ship Making davit strong backs

LOG OF THE U. S. S. *Essex*, AT _____
 FOR THE WEEK ENDING *September 2*, 19*16*.

DAY.

REMARKS.

THURSDAY.
31

Washed down gun and spar decks
 Finished coaling
 Ship's draft after coaling 14' fwd. 15' amidships 3. 16' aft.
 Left Trouville dock and moored at Walnut Street dock at 6 P.M.

September
 FRIDAY.
1

Washed down decks and cleaned ship after coaling
 Wended ship around alongside of dock.
 Tacking on fresh water and stores

SATURDAY.
2

Underway at 8¹⁵ AM: Passed Toledo Harbor Light 10 AM; Course 110° at 10¹³ AM. West water front beam at 11³⁰ AM and changed course to 115°; changed course 1³⁰ PM to 96° and came abreast Middle Island 7 P.M. changed course to 77° Put fast log over at 2¹⁵ PM. reading 92. - Loran bearing 165° at 4³⁰ PM. Cleveland City Light on starboard beam at 7³⁰ PM.

Examined and approved:

Anthony F. Dicklett
 Commander, O. N. M. Comp. U.S. Navy.

LOG OF THE U. S. S. *Essex*, AT *the coast of Erie Pa. Port.*
 FOR THE WEEK ENDING *September 9*, 19*16*. *Lead Ohio.*

DAY.	REMARKS.
SUNDAY. 3	<p>On course 77°; Hauled to 83° at 3²⁵ ^{am}; Commaut ahead at 83° at 3²⁵ ^{am}; Changed course to 100° at 5²⁰ ^{am}. - Changed course to Eastern time at 7²⁰ ^{am}. Came to anchor at Erie Penn. at 8²⁵ ^{am}; Held signal light with Wolverine - Hawk and Don Juan de Austria - Captains and Lieut Willkiewitz aboard flagship 9⁴⁵ ^{am} Lt Wessh returned and at Don Captains returned (Up anchor at 5⁴⁵ ^{am} - Hauled chain of fish nets with League Club light bears back and at 5⁴⁵ ^{am} changed course to 259 - fat log over roadway (ch.) [Left Erie Harbor 1⁰⁰ ^{pm} for flat maneuvers and returned to harbor at 5⁴⁵ ^{pm}] at sea course 259° Commaut on Port beam at 8²⁵ ^{pm}; Ashore ahead at 9⁴⁵ ^{pm} - Fairport bears 218° at 11⁴⁵ ^{pm} - Fairport ahead at 11⁴⁵ ^{pm}.</p>
MONDAY. 4	<p>Course 259° - Steamer entered bow to port at 4⁴⁵ ^{am} - Steamer passed to port at 5⁰⁰ ^{am} changed course to 73° at 7⁰⁰ ^{am}; Southern Island light ship on star beam at 7⁰⁰ ^{am} - Changed course to 225° - Course 287° Middle Island ahead at 9⁰⁰ ^{am}; Out in Bay Gas Buoy at 10:47. - Changed course to 288° at 10⁴⁵ ^{am} Niagara Reef ahead at 11⁴⁵ ^{am}; Course ahead west sister Island 11⁴⁵ ^{am}. Hauled on 288° - passed Lead Light 7²⁵ ^{am}; Docked at Foot of Walnut Street 5²⁵ ^{pm}. Eastern time.</p>
TUESDAY. 5	<p>Washed down gun and spar deck. Broke out and restored after sail room. Stowed 4" line below. - Took in slack on lines Fixed gangways. - Cleaning ship's side</p>
WEDNESDAY. 6	<p>Washed down gun and spar deck. Broke out 7" line from fore hold. Restored forehold and cleaned names. Took in slack on lines. Made up and stowed below - awnings and 4" line</p>

LOG OF THE U. S. S. *Essex*, AT *Salado, O.*
 FOR THE WEEK ENDING *September 9.*, 19*16.*

DAY.	REMARKS.
THURSDAY. 7	<p>Washed down spar and gun deck. Cleared wardrobe. Scrubbed paintwork on gun deck. Made new commission pennant Cleaning battery & wheelhead iropeds Cleaning ship's ice boxes.</p>
FRIDAY. 8	<p>Washed down gun and spar decks. Scrubbed paintwork on gun and berth decks. Working on davit strong backs. Making new commission pennant. Rerund anchor engine & steering gear over by steam Tested magazine flood cocks.</p>
SATURDAY. 9	<p>Washed down decks. General cleaning of ship Touching up with paint on gun deck. Taking in slack on lines Repairing gangway.</p>

Examined and approved:

Anthony F. Dickley
 Commander, O. N. M. Corps.

LOG OF THE U. S. S. *Essex*, AT *Seeds, O*
 FOR THE WEEK ENDING *September 16*, 19*16*

DAY.	REMARKS.
SUNDAY. 10	Washed down spar deck Sunday Rousting.
MONDAY. 11	Washed down gun and spar deck. Painting spots on ship's side. Scrubbed paint work on gun deck Repairing gangways Cleaning battery and Torpedos
TUESDAY. 12	Washed down gun and spar decks. Crating wood defense mine and Torpedos for shipment. Painting on gun deck.
WEDNESDAY. 13	Washed down decks. Getting Torpedos ready to send ashore - Finished crating mine Crew received first anti typhoid treatment from Surgeon from Depot Recruiting Station J. Drilling - F.I.C. reported on board from Esst. Lake Island for duty.

LOG OF THE U. S. S. *Essex*, AT *Guantanamo*
 FOR THE WEEK ENDING *September 16*, 191*6*

DAY.	REMARKS.
THURSDAY. 14	<p>Washed down gun and spar decks. Painting on gun deck. Overhauled and stowed below boat graper. Transferred naval defense mine and torpedos to vessel overline.</p>
FRIDAY. 15	<p>Washed down decks. Painting spots on gun deck and ship's side. Rigged the gig derrick. Working on boat derrick strong backs. Turned anchor engine and steering gear over by steam. Tested magazine flood cocks.</p>
SATURDAY. 16	<p>Washed down decks. D. O'Rourke, Jr. reported on board for duty from Barrington Station, Detroit. General cleaning of ship. Working on boat derrick strong backs.</p>

Examined and approved:

Anthony F. Dicklett
 Commander, O. N. M. Commanding U. S. Navy.

LOG OF THE U. S. S. *Essel*, AT *Florida C.*
 FOR THE WEEK ENDING *September 23*, 19*16*.

DAY.	REMARKS.
SUNDAY. 17	Washed down spar deck. Sunday Ranting.
MONDAY. 18	Washed down decks. Took in slack on lines Rigged gangways & repaired deck. Working on boat hoist strong backs Painting gun mounts.
TUESDAY. 19	Washed down spar deck. Working on boat strong backs Working up target screens and boat sails Painting gun mounts Cleaning bottom Working fenders for ship's side
WEDNESDAY. 20	Washed down gun and spar decks. Working on boat strong backs. Rigging radiators on berth and forward gun deck. Painting on gun deck. Spayed out battery - over hauled breech mechanisms

LOG OF THE U. S. S. Essex, AT Tarado 0
FOR THE WEEK ENDING September 23, 1916.

26

DAY.	REMARKS.
THURSDAY. 21	<p>Washed down decks. Reggung radiators Working on sterns back. Repairing canopy cover. P. J. Keough C. & M. transferred to Great Lakes Training Station, - orders delivered at 10⁰⁰ P.M.</p>
FRIDAY. 22	<p>Washed down decks. Working on boat steering back. Reggung radiators Turned over anchor engine and steering gear by stern. Tested magazine flood cocks. Crew received second anti typhoid treatment from Surgeon from Detroit Receiving Station.</p>
SATURDAY. 23	<p>Washed down decks. General cleaning of ship Look in slack on lines</p>

Examined and approved:

Anthony F. Dick
 Commander, O. N. M. C. U. S. Navy.

LOG OF THE U. S. S. *Essex*, AT *Valdez O*
 FOR THE WEEK ENDING *September 30*, 19*16*

DAY.	REMARKS.
SUNDAY. <i>26</i>	<i>Washed down spar deck.</i> <i>Sunday routine.</i>
MONDAY. <i>27</i>	<i>Washed down decks.</i> <i>Working on boat davit strong backs</i> <i>Cleaning storerooms</i> <i>Cleaning battery</i>
TUESDAY. <i>28</i>	<i>Washed down decks</i> <i>Working on boat davit strong backs.</i> <i>Cleaning berth deck.</i> <i>Taking in slack on lines</i>
WEDNESDAY. <i>29</i>	<i>Washed down decks.</i> <i>Working on boat davit strong backs</i> <i>Cleaning sword rooms.</i> <i>Cleaning forward storerooms</i>

LOG OF THE U. S. S. *Essex*, AT *Panama*
FOR THE WEEK ENDING *September 30*, 19 *16*

28

DAY.	REMARKS.
THURSDAY. <i>28</i>	<p>Washed down decks. Turned boat davit strong back. Broke out and restowed after sail rooves. Cleaned staterooms and wardrooms. Cleaned and restowed paint locker. Painted gun mounts.</p>
FRIDAY. <i>29</i>	<p>Washed down decks. Chased up decks for inspection. Turned anchor engine and steering gear over by steam. Tested magazine flood cock. Had Federal Inspection of ship by Ensign F. E. Blackwell U.S.N.</p>
SATURDAY. <i>30</i>	<p>Washed down decks. General cleaning of ship.</p>

Examined and approved:

Arthur F. Dicklett
 Commander, U. S. Navy.

LOG OF THE U. S. S. *Essex*, AT *Naval O*
 FOR THE WEEK ENDING *October 7*, 19*16*

DAY.	REMARKS.
<i>Oct</i> SUNDAY. <i>1</i>	<i>Sunday, Routine</i>
MONDAY. <i>1</i>	<i>Washed down decks.</i> <i>Filling putty in cracks on strong beams.</i> <i>Shipkeepers received 2nd injection of Typhoid prophylaxis last is</i> <i>Geo. Schwindt - fir 1st. furloughed out of service.</i>
TUESDAY. <i>3</i>	<i>Washed down decks</i> <i>Cleaning battery - repairing fount</i> <i>Painting spots on ship's side</i> <i>Overhauling flags</i> <i>Securing bulletins boards to bulkheads</i>
WEDNESDAY. <i>4</i>	<i>Washed down decks</i> <i>Cleaning battery</i> <i>Making door for gangway gun port.</i> <i>Repairing fount.</i> <i>Painting spots on ship's side</i> <i>Overhauling flags</i> <i>Securing bulletins boards to bulkheads.</i>

LOG OF THE U. S. S. *Essex*, AT *Coahuila*
 FOR THE WEEK ENDING *Oct. 7*, 19 *16*

DAY.	REMARKS.
THURSDAY. 5	<p>Washed down decks Chipping and painting stern hatch Securing bulletins boards to bulkheads Repairing fuel Repairing leaky places in gun deck. Painting stern, around galley</p>
FRIDAY. 6	<p>Washed down decks. Chipping and painting radiators Repairing leaky places in gun deck. Tested magazine flood coils. Turned over anchor engine and steering gear by steam. Cleaning hatch deck.</p>
SATURDAY. 7	<p>Washed down decks. General cleaning of ship</p>

Examined and approved:

Anthony F. Rickard
 Commander, O. N. M. Command U. S. Navy.

LOG OF THE U. S. S. *Cassat*, AT *Quincy O*
 FOR THE WEEK ENDING *October*, 19

DAY.	REMARKS.
SUNDAY. 8	<i>Sunday Ranting.</i>
MONDAY. 9	<i>Washed down decks. Repairing leaky seams in spar deck. Cleaning cabin and wardroom. Breaking out and cleaning forward storerooms</i>
TUESDAY. 10	<i>Washed down decks. CaULKING leaky seams on spar deck. Painting spots on ship's side Repairing electric fittings on spar deck. Clamped down hatch deck. Sponged out battery.</i>
WEDNESDAY. 11	<i>Washed down decks. CaULKING leaky seams on spar deck. Cleaning fore hold and store rooms. Breaking out and cleaning magazines Overhauling brass mechanisms</i>

LOG OF THE U. S. S. *Essex*, AT *San Pedro*
 FOR THE WEEK ENDING *Oct. 1st*, 19 *16*

DAY.	REMARKS.
THURSDAY. 12	<p>Washed down decks Cleaning motor boat Caulking leaky seams on spar deck. Repairing canopy covers Planning new chafing gear on shore lines</p>
FRIDAY. 13	<p>Washed down decks Repairing flops; Caulking leaky seams on spar deck. Working in stow on shore lines Tested magazine flood cocks Turned anchor engine and steering gear over by stow.</p>
SATURDAY. 14	<p>Washed down decks General cleaning of ship</p>

Examined and approved:

Anthony F. Rickert
 Commander, O. N. M. Commanding
 U. S. Navy.

LOG OF THE U. S. S. *Essex*, AT *Laurel O*
 FOR THE WEEK ENDING *October 21*, 19 *16*

DAY.	REMARKS.
SUNDAY. 15	<p>Washed down spar deck. <i>Quartermaster's routine.</i> <i>F. Rademig - sec. left ship on 15 days leave of absence.</i></p>
MONDAY. 16	<p>Washed down decks. <i>Covering leaky seams on spar deck.</i> <i>Working scupper lip.</i> <i>Painting spots on ship's side.</i></p>
TUESDAY. 17	<p>Washed down decks. <i>Covering spar deck.</i> <i>Repairing stby light covers.</i> <i>Churning fresh water tanks.</i></p>
WEDNESDAY. 18	<p>Washed down decks. <i>Tacking in stbd. on shore line's</i> <i>Sanding faint wood on berth deck.</i> <i>Repairing boat covers.</i></p>

LOG OF THE U. S. S. Essex, AT Guantanamo
 FOR THE WEEK ENDING October 21, 19 16.

DAY.	REMARKS.
THURSDAY. 19	<p>Washed down decks Cleaning spar deck. Cleaning battery and magazines Making cleats for boats. Repairing boat gear.</p>
FRIDAY. 20	<p>Washed down decks Scraping pitch on spar decks Repairing gun deck. Tested magazine flood cocks. Turned anchor engine and steering gear over by steam.</p>
SATURDAY. 21	<p>Washed down decks. General cleaning of ship</p>

Examined and approved:

Anthony F. Dicklett
 Commander, O. N. M. Corps Navy.

LOG OF THE U. S. S. *Essex*, AT *Salto. O.*
 FOR THE WEEK ENDING *October 28*, 1916.

DAY.	REMARKS.
SUNDAY. <i>22</i>	<i>Sunday routing</i>
MONDAY. <i>23</i>	<i>Washed down gun deck. Repairing leaky places in gun deck. Cleaning motor boat. Retuning and cleaning fore lead</i>
TUESDAY. <i>24</i>	<i>Washed down gun deck. Repairing leaky places in gun deck. Working in slack on shore lines and placing chafing gear on same Oiling steering gear.</i>
WEDNESDAY. <i>25</i>	<i>Washed down decks Cleared and washed out bays</i>

LOG OF THE U. S. S. *Cass*, AT *Palmdale, O.*
 FOR THE WEEK ENDING *October 28*, 19*16*

DAY.	REMARKS.
THURSDAY. <i>26</i>	Washed down gun deck Cleared and washed out bilges Scrubbed paint-work on berth deck. Repairing boat gear.
FRIDAY. <i>27</i>	Washed down gun deck. Repairing boat gear. Repairing leaky seams. Tested magazine flood-cocks. Turned over anchor engine and running gear by hand.
SATURDAY. <i>28</i>	Washed down decks General cleaning of ship.

Examined and approved:

Anthony F. Dicklett
 Commander, O.N.M. Commanding
 U. S. Navy.

LOG OF THE U. S. S. *Exeter*, AT *Panama O.*
 FOR THE WEEK ENDING *October 27*, 19*16*

DAY.	REMARKS.
SUNDAY. <i>11 9</i>	<i>Sunday, Rounding</i>
MONDAY. <i>30</i>	<i>Washed down gun deck. Repairing boat gear Cleaning boats. Overhauling battery</i>
TUESDAY. <i>31</i>	<i>Washed down gun deck. Repairing leady seams. Sparged out guns. Overhauling boat gear Cleaning forehold and store rooms. Dusting off paper on gun deck.</i>
<i>Nov.</i> WEDNESDAY. <i>1</i>	<i>Washed down decks Scrubbed fore hold Washed out bilges Repairing gears. Cleaning fresh water tanks</i>

LOG OF THE U. S. S. *Essex*, AT _____, 19____
 FOR THE WEEK ENDING _____, 19____

DAY.	REMARKS.
THURSDAY. 2-	Washed down gun deck. Cleaning fresh water tanks Repairing oars Caulking leaky seams on gun deck. Working search light cover.
FRIDAY. 3	Washed down gun deck. Repairing oars. Working search light cover. Overhauling battery Tested magazine flood cocks Turned over anabougins and steering gear by steam.
SATURDAY. 4	Washed down deck General cleaning of ship

Examined and approved:

Anthony F. Dicklett
 Commander, O. N. M. Commanding
 U. S. Navy.

LOG OF THE U. S. S. *Albatross*, AT *Palmdale*
 FOR THE WEEK ENDING *November 11*, 19*16*.

DAY.	REMARKS.
SUNDAY. <i>4</i>	<i>Sunday routing.</i>
MONDAY. <i>6</i>	<i>Washed down gun deck. Caulking leaky seams on gun deck. Reconnecting water hose for winter. Repairing gun covers. Taking in slack on shore lines and replacing chafing gear on same.</i>
TUESDAY. <i>7</i>	<i>Washed down gun deck. Repairing hatch covers. Caulking leaky seams on gun deck. Connected up fresh water hose to feed fresh water tanks.</i>
WEDNESDAY. <i>8</i>	<i>Washed down gun deck. Filling fresh water tanks from hydrant on deck. Caulking leaky seams on gun deck. Repairing hatch covers. Stowing away hose.</i>

LOG OF THE U. S. S. Essex, AT San Diego
 FOR THE WEEK ENDING November 11, 19 16.

DAY.	REMARKS.
THURSDAY. 9	<p>Washed down gun deck. Repairing boat gear. Caulking leaky seams on gun deck. Repairing boat covers. Cleaning bulk head and scut bay.</p>
FRIDAY. 10	<p>Washed down gun deck. Repairing hatch covers. Breaking out old boat covers and old canvas. Making chits for boats. Tested magazine flood cocks. Turned anchor engine and steering engine over by steam.</p>
SATURDAY. 11	<p>Washed down decks. General cleaning of ship.</p>

Examined and approved:

Anthony F. Dicklett
 Commander, O. N. M. Commanding
 U. S. Navy.

LOG OF THE U. S. S. *Albatross*AT *San Pedro*FOR THE WEEK ENDING *November 18*, 19 *16*

DAY.	REMARKS.
SUNDAY. <i>17</i>	<i>Tuesday routing</i>
MONDAY. <i>18</i>	<i>Washed down gun deck. Repairing boat covers Cleaning paintwork on gun deck. Covered search light and search box. Caulking leaky seams on spar deck.</i>
TUESDAY. <i>19</i>	<i>Washed down gun deck. Caulking leaky seams on spar deck. Repairing boat covers. Breaking out lumber and windows for winter quarters Cutting out cover for sailing launch.</i>
WEDNESDAY. <i>20</i>	<i>Washed down gun deck. Started fitting windows in forward gun ports for winter quarters Chipping in bulk heads on gun deck. Oiled off all guns Cleaned wardroom and pantry.</i>

LOG OF THE U. S. S. *Essex*, AT *Head O*
 FOR THE WEEK ENDING *November 18*, 19 *16*

DAY.	REMARKS.
THURSDAY. 16	<p>Washed down gun deck. Putting windows in forward gun ports Putting up winter quarter bulkheads Brushing out lewis for turning ship around.</p>
FRIDAY. 17	<p>Washed down gun deck. Finished putting in windows Wound ship around along side dock. Secured gangway. Cleaned up decks. Tested magazine flood cocks Turned anchor engine and steering gear over by steam.</p>
SATURDAY. 18	<p>Washed down decks General cleaning of ship.</p>

Examined and approved:

Anthony J. Dicklett
 Commanding Officer, U. S. S. *Essex*

LOG OF THE U. S. S. *Cass*, AT *Guantanamo*
 FOR THE WEEK ENDING *November 25*, 191*6*

DAY.	REMARKS.
SUNDAY. 19	<i>Quitting routine.</i>
MONDAY. 20	<i>Washed down gun deck. Started re-greasing boats Unshipped life buoys. Covered battery rooms on gun deck. Repairing sailing launch cover.</i>
TUESDAY. 21	<i>Washed down gun deck. Rigging in boats and putting covers on same.</i>
WEDNESDAY. 22	<i>Hoisting airplane on board. also derrick and punt Rigging in and covering boats. Stripping anchor boom and stowing gear below. <i>J. Drilling, Fict. 11411 - left ship on 15 days leave. at 6³⁰ PM.</i></i>

LOG OF THE U. S. S. *Essex*, AT *San Diego*FOR THE WEEK ENDING *November 25*, 19*16*.

DAY.

REMARKS.

THURSDAY.

13

Washed down gun deck.
 Rigging in and covering boats
 measuring boat fairs.

FRIDAY.

24

Rigging in boats and deck
 measuring boat fairs
 showing up deck under boats
 covering ventilators and fire hatch
 tested magazine flood cocks
 turned over acceller engine and starting gear by strain

SATURDAY.

25

Washed down decks.
 General cleaning of ship
 thrugged and started bilge pump and chart table on bridge

Examined and approved:

Anthony F. Rickert
 Commander, U. S. N. C. *United States Navy*

LOG OF THE U. S. S. *Essex*AT *San Pedro*FOR THE WEEK ENDING *December 7*, 19*16*

DAY.	REMARKS.
SUNDAY. <i>26</i>	<i>Sunday routine</i>
MONDAY. <i>27</i>	<i>Washed down gun deck. Scrubbed fire hose. Secured covers on battery launch. Unison signal halcyons Unison and stored below deck every year</i>
TUESDAY. <i>28</i>	<i>Washed down decks Cleaning battery Cleaning away logs and rubbish between ship and dock. Repairing canvas covers. Taking in slack on lines and flaking & hoisting gear on same.</i>
WEDNESDAY. <i>29</i>	<i>Washed down decks General cleaning of ship Made up & scrubbed fire hose. Coasting some on gun deck. Repairing canvas covers.</i>

LOG OF THE U. S. S. *Essex*, AT *Swains O*FOR THE WEEK ENDING *December 7*, 19*16.*

DAY.	REMARKS.
THURSDAY. <i>30</i>	<i>Holiday routine</i>
FRIDAY. <i>1</i>	<i>Washed down gun deck.</i> <i>Stowed below all silverware.</i> <i>Making new covers for binocular stand</i> <i>Placing new canvas covering on my life preservers</i> <i>Repairing planking on gun deck.</i> <i>Tested magazine flood coats.</i> <i>Turned anchor engine and steering gear over by steam.</i>
SATURDAY. <i>2</i>	<i>Washed down decks.</i> <i>General cleaning of ship</i>

Examined and approved:

Anthony F. Dickley
 Commander, O. N. M. Co. U. S. Navy.

LOG OF THE U. S. S. *Cass*, AT *Julido O*
 FOR THE WEEK ENDING *December 9*, 19 *66*

DAY.	REMARKS.
SUNDAY. 3	<i>Sunday routing</i>
MONDAY. 4	<i>Washed down gun deck. Making new covers for breech stands Repairing planking in gun deck. Placing new canvas covers on my life preservers Tacking on cloth on bins and placing chafing gear on same.</i>
TUESDAY. 5	<i>Washed down gun deck. Repairing planking in gun deck. Making new covers for breech stands Placing new canvas covering on my life preservers Sharpened carpenter's tools</i>
WEDNESDAY. 6	<i>Washed down decks. Sharpened carpenter's tools Making covers for breech stands Placing new covering on my life preservers Repairing planking in gun deck.</i>

LOG OF THE U. S. S. *Essex*, AT *Salado O*
 FOR THE WEEK ENDING *December 9*, 19 *16*

DAY.	REMARKS.
THURSDAY. 7	<p>Washed down gun deck. Repairing ring life preservers Making bunnet covers. Repairing flanking in gun deck. Overhauling battery</p>
FRIDAY. 8	<p>Washed down gun deck. Repairing flanking in gun deck. Making bunnet covers. Repairing ring life preservers Cleaning battery Tested magazine flood-cocks Turned anchor engine and steering gear over by steam</p>
SATURDAY. 9	<p>Washed down gun deck. General cleaning of ship</p>

Examined and approved:

Anthony F. Dickler
 Commander, U. S. M. C. *U. S. Navy*

LOG OF THE U. S. S. *Essex*, AT *Chado O*
 FOR THE WEEK ENDING *December 16*, 19 *16*

DAY.	REMARKS.
SUNDAY. <i>10</i>	<i>Sunday routing</i>
MONDAY. <i>11</i>	<i>Making bunnet covers</i> <i>Caulking leaky seams in gun deck.</i> <i>Breaking out lines for towing.</i> <i>Shovelling snow.</i> <i>Unrigged gangway.</i>
TUESDAY. <i>12</i>	<i>Cleaning away snow.</i> <i>Left dock at 2⁰⁰ pm and went alongside Throuville Coal Dock at 3⁰⁰ pm.</i> <i>Moved ship</i> <i>Shoved away towing lines</i> <i>Chased up decks</i>
WEDNESDAY. <i>13</i>	<i>Overhauling and cleaning 4" and 3 1/2" dr. trail guns and shells.</i> <i>Cleaning away snow.</i> <i>Closing and securing gun ports</i> <i>making cover for gangway gun port.</i> <i>making new lanyards for wooden fenders</i>

LOG OF THE U. S. S. *Essex*, AT *Essex*
 FOR THE WEEK ENDING *December 16, 1916.*

DAY.	REMARKS.
THURSDAY. 14	<p>Clearing away snow Riggering in No. 4 and No. 6. guns to clear the deck at low tide. Overhauling and cleaning 1 pdr. guns and field coverings Repairing planking in gun deck.</p>
FRIDAY. 15	<p>Shoveling snow on spar deck. Tiding corn down in forward hold. Caulking seams on gun deck Took in slack on shore line Turned anchor auger and turning gear over by steam Tested magazine flood cock.</p>
SATURDAY. 16	<p>Shoveled snow off the deck. General cleaning of ship</p>

Examined and approved:

Anthony J. Dicklett
 1st Lieut. U. S. Army

LOG OF THE U. S. S. *Essex*, AT *Salado O*
 FOR THE WEEK ENDING *December 23*, 19 *16*

DAY.	REMARKS.
SUNDAY. 17	<i>Sunday routing</i>
MONDAY. 18	<i>Thawed snow Unpacked port gangway platfoms and gang way Rigging in guns</i>
TUESDAY. 19	<i>Sweeping snow. Rigging in and over hauling guns Sewing up canvas on life preservers Caulking seams in gun deck.</i>
WEDNESDAY. 20	<i>Sweeping snow. Overhauling and cleaning guns Repairing life preservers Dewatering seams in gun deck. Cleaning store rooms</i>

LOG OF THE U. S. S. *Essex*, AT *Valdés P.*
 FOR THE WEEK ENDING *December 23*, 19 *16*.

DAY.	REMARKS.
THURSDAY. 21	<p>Sweeping snow Opening gun ports and getting guns ready for inspection Replacing fenders on ship's side Caulking seams in gun deck Placing shrapnel gear on lines</p>
FRIDAY. 22	<p>Sweeping snow off the deck Overhauling and cleaning guns in armory for inspection Repairing hatch covers Turned anchor engine and starting gear over by steam Tested magazine flood cocks</p>
SATURDAY. 23	<p>General cleaning of ship F. Ladewig sea left ship on the days leave of absence.</p>

Examined and approved:

Anthony J. Dicklett
 Commander, O. N. M. Commanding.
 U. S. N.

LOG OF THE U. S. S. *Cress*, AT *Salido, O*
 FOR THE WEEK ENDING *December 30*, 19 *16*

DAY.	REMARKS.
SUNDAY. <i>24</i>	<i>Sunday Routine</i>
MONDAY. <i>25</i>	<i>Holiday routine</i>
TUESDAY. <i>26</i>	<i>Sweeping snoot off spar deck. Caulking seams and gun deck. Repairing port gangway. Cleaning boiler. Sweeping and dusting off in wardroom.</i>
WEDNESDAY. <i>27</i>	<i>Sweeping snoot. Repairing wooden fenders Pulling away ice to breast of ship from dock. Making new tackle for port gang way. Larking in slack line while lies</i>

LOG OF THE U. S. S. *Cassul*, AT *Palmdale, O.*
 FOR THE WEEK ENDING *December 30*, 19 *16*

DAY.	REMARKS.
THURSDAY. 28	<p>Cleaning battery and magazines Collecting away ice to breast off ship from the dock. Careening seams in gun deck. Closing chafing gear on shore lines</p>
FRIDAY. 29	<p>Sweeping, mud. Working gangway tackles Repairing port gangway. Careening, seams in gun deck. Sweeping and docting berth deck Tested magazine flood socks. Turned anchor engine and steering gear over by strain</p>
SATURDAY. 30	<p>General cleaning of ship</p>
Sunday. 31	<p>Sunday Routine.</p>

Examined and approved:

Anthony F. Hickley
 U. S. Navy.
 Commander, U. N. M. Commanding.

CONDITION OF HULL AND EQUIPMENTS.

DATE OF INSPECTION-TO BE MADE MONTHLY.

ORDNANCE.	July	August	September	October	November	December
Air Compressors,						
Air Accumulators,						
Torpedo Tube No. 1,						
No. 2,						
No. 3,						
No. 4,						
Torpedo No. 1,						
No. 2,						
No. 3,						
No. 4,						
No. 5,						
No. 6,						
Torpedo Equipment,						
Gun Cotton,						
Air Piping,						
Gun No. 1,	Excellent	Excellent	Excellent	Excellent	Excellent	Excellent
No. 2,	do	do	do	do	do	do
No. 3,	do	do	do	do	do	do
No. 4,	do	do	do	do	do	do
No. 5,	do	do	do	do	do	do
No. 6,	do	do	do	do	do	do
No. 7, <i>On Armory</i>	do	do	do	do	do	do
Ammunition,						
Small Arms,						
C. AND R.						
Compartment A-1,						
A-2,						
A-3,						
B-1,						
B-2,						
C-1,						
C-2,						
D-1,						
D-2,						
D-3,						
D-4,						
Bilges,	Excellent	Excellent	Excellent	Excellent	Excellent	Excellent
Deck,	Fair	Fair	Fair	Fair	Fair	Fair
Hand Pumps,	Good	Good	Good	Good	Good	Good
Anchor Gear,	Excellent	Excellent	Excellent	Excellent	Excellent	Excellent
Steering Gear,	do	do	do	do	do	do
Boats,	Fair	Fair	Fair	Fair	Fair	Fair
Fire Equipment,	Excellent	Excellent	Excellent	Excellent	Excellent	Excellent
EQUIPMENT.						
Dynamo,	Excellent	Excellent	Excellent	Excellent	Excellent	Excellent
Electric Leads,	Very good	Very good	Very good	Very good	Very good	Very good
Electric Lights,	Very good	Very good	Very good	Very good	Very good	Very good
Wireless Outfit,	Excellent	Excellent	Excellent	Excellent	Excellent	Excellent
Interior Communications,						
Torpedo-Firing Circuits,						

CRUISING RUNS.

* The above data will be taken whenever a run is of sufficient length to enable it to be done. The speed will be varied to determine if there is an economical speed. See columns 9 and 10.

[illegible]

REPAIRS.

DATE.	DEPARTMENT.	ITEM.	BY WHOM DONE.	TIME.	COST.		TOTAL.
					LABOR.	MATERIAL.	
Oct		<p>None.</p> <p>General upkeep repairs from time to time.</p> <p>Completed installing desk washing machine</p>	<p>manufactured by Henry Bolter & Co</p> <p>Installed by ship's force.</p>				<p>Worked. Total Cost \$4.17.</p> <p>Cost out of Organization funds.</p>

REPAIRS.

[illegible]

LOG OF THE U. S. S. *Essex*Commander *G. F. Nicklett*, *O. N. M.*, U. S. N., COMDA.Date *July 1st 1916.*

NAVIGATION DATA.

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M.						
1						
2						
3						
4						
5						
6	<i>104</i>	<i>93.75</i>	<i>8 kts</i>	<i>SESW</i>	<i>29.73</i>	<i>Enroute to Put-in Bay.</i>
7	<i>111</i>	<i>101.50</i>	<i>8 kts</i>	<i>SESW</i>	<i>29.73</i>	
8	<i>111</i>	<i>105.75</i>	<i>5 kts</i>	<i>SESW</i>	<i>29.73</i>	
9	<i>111</i>	<i>109.</i>	<i>4 kts</i>	<i>SESW</i>	<i>29.73</i>	
10	<i>111</i>	<i>113.75</i>	<i>4 kts</i>	<i>SESW</i>	<i>29.73</i>	<i>anchored at Put-in Bay.</i>
11	<i>Anchored</i>			<i>SESW</i>	<i>29.73</i>	
12	<i>do</i>			<i>SESW</i>	<i>29.73</i>	
A. M.						
1	<i>do</i>				<i>29.18</i>	
2	<i>do</i>				<i>29.18</i>	
3	<i>do</i>				<i>29.17</i>	
4	<i>do</i>				<i>29.17</i>	
5	<i>do</i>				<i>29.16</i>	
6	<i>do</i>				<i>29.15</i>	
7	<i>do</i>				<i>29.14</i>	
8	<i>do</i>			<i>SW 7</i>	<i>29.12</i>	
9	<i>do</i>			<i>SW 3</i>	<i>29.08</i>	
10	<i>do</i>			<i>SW 7</i>	<i>29.06</i>	
11	<i>do</i>			<i>SW 7</i>	<i>29.06</i>	
12	<i>do</i>			<i>SW 7</i>	<i>29.06</i>	

Coal at noon, on hand,; consumed during 24 hours, Lat.,; Long.,

Examined and found correct.

Date *July 4, 1916.*Commander *G. F. Nicklett*, *O. N. M.*, U. S. N., COMDA.

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M.						
1	<i>Anchored.</i>				<i>29.18</i>	
2					<i>29.18</i>	
3					<i>29.17</i>	
4					<i>29.17</i>	
5					<i>29.16</i>	
6					<i>29.15</i>	
7					<i>29.15</i>	
8				<i>SW 7</i>	<i>29.12</i>	
9				<i>SW 3</i>	<i>29.12</i>	
10				<i>SW 7</i>	<i>29.08</i>	
11				<i>SW 7</i>	<i>29.06</i>	
12				<i>SW 7</i>	<i>29.06</i>	
A. M.						
1	<i>Anchored.</i>			<i>SW 7</i>	<i>29.07</i>	
2				<i>SW 7</i>	<i>29.03</i>	
3				<i>WSW 7</i>	<i>29.00</i>	
4				<i>WSW 7</i>	<i>28.97</i>	
5				<i>WSW 7</i>	<i>28.97</i>	
6				<i>WSW 7</i>	<i>28.96</i>	
7				<i>WSW 7</i>	<i>28.96</i>	
8				<i>WSW 7</i>	<i>28.96</i>	
9				<i>WSW 7</i>	<i>28.97</i>	
10				<i>WSW 7</i>	<i>28.98</i>	
11				<i>WSW 7</i>	<i>28.99</i>	
12				<i>WSW 7</i>	<i>28.99</i>	

Coal at noon, on hand,; consumed during 24 hours, Lat.,; Long.,

Examined and found correct.

Commander *G. F. Nicklett*, *O. N. M.*, U. S. N., COMDA.

LOG OF THE U. S. S. *Essex*Commander *A. F. Dicklett* O. N. M., U. S. N., COMDG.Date *July 3, 1916*

NAVIGATION DATA.

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M. 1	<i>anchored.</i>			<i>h w t n.</i>	<i>29-10</i>	<i>at anchor in Put in Bay.</i>
2				<i>h w t n.</i>	<i>29-10</i>	
3				<i>n w b y n.</i>	<i>29-12</i>	
4				<i>n w b y n.</i>	<i>29-14</i>	
5				<i>n w b y n.</i>	<i>29-14</i>	
6				<i>n w b y n.</i>	<i>29-15</i>	
7				<i>n w b y n.</i>	<i>29-15</i>	
8				<i>n w b y n.</i>	<i>29-15</i>	
9						
10						
11						
12						
A. M. 1				<i>n n w i</i>	<i>28-99</i>	<i>at anchor in Put in Bay.</i>
2				<i>n n w i</i>	<i>28-99</i>	
3				<i>n n w i</i>	<i>28-99</i>	
4				<i>n n w i</i>	<i>29-00</i>	
5						
6						
7						
8						
9				<i>n w t n.</i>	<i>29-07</i>	
10				<i>n w t n.</i>	<i>29-08</i>	
11				<i>n w t n.</i>	<i>29-08</i>	
12				<i>n w t n.</i>	<i>29-10</i>	

Coal at noon, on hand, _____; consumed during 24 hours, _____ Lat., _____; Long. _____
Examined and found correct. *Anthony F. Dicklett*
Commander, O. N. M., U. S. N., Comdg.Date *July 4, 1916.*

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M. 1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
A. M. 1						
2	<i>290</i>				<i>29.10</i>	
3					<i>29.10</i>	
4						
5						
6						
7						
8						
9						
10						
11						
12						

Coal at noon, on hand, _____; consumed during 24 hours, _____ Lat., _____; Long. _____
Examined and found correct. *Anthony F. Dicklett*
Commander, O. N. M., U. S. N., Comdg.

LOG OF THE U. S. S. *Essex*

Comdr. A. F. Nicklett O.N.M., U.S.N., COMDG.

Date *August 6, 1916*

NAVIGATION DATA.

HOURL	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M. 1	<i>various</i>					
2				<i>SW 1</i>	<i>29.40</i>	
3				<i>NE 1</i>	<i>29.35</i>	
4 ¹⁰	<i>anchored.</i>			<i>NE 1</i>	<i>29.35</i>	
5				<i>NE 1</i>	<i>29.35</i>	
6				<i>NE 1</i>	<i>29.35</i>	
7 ³⁰				<i>NE 1</i>	<i>29.35</i>	
8				<i>SW 1</i>	<i>29.35</i>	
9						
10						
11					<i>29.34</i>	
12					<i>29.32</i>	
A. M. 1						
2						
3						
4						
5						
6						
7 ³⁰	<i>various</i>					
8						
9						
10 ⁴⁵	<i>330</i>					<i>Surrounding ship until 10 ⁴⁵ hrs.</i>
11 ³⁵	<i>360</i>					<i>Spent day up Detroit River.</i>
12						

Coal at noon, on hand, _____; consumed during 24 hours, _____

Lat., _____; Long., _____

Examined and found correct.

Anthony F. Nicklett
 Commanding Officer
 U. S. N., Comdg.
Date *August 7, 1916*

HOURL	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M. 1					<i>29.20</i>	
2				<i>1</i>	<i>29.18</i>	
3				<i>2</i>	<i>29.16</i>	
4				<i>2</i>	<i>29.15</i>	
5				<i>2</i>	<i>29.15</i>	
6				<i>3</i>	<i>29.10</i>	
7				<i>3</i>	<i>29.10</i>	
8				<i>3</i>	<i>29.10</i>	
9				<i>4</i>	<i>29.10</i>	
10					<i>29.10</i>	
11					<i>29.10</i>	
12					<i>29.5</i>	
A. M. 1					<i>29.30</i>	
2					<i>29.30</i>	
3				<i>SW 1</i>	<i>29.30</i>	
4				<i>SW 1</i>	<i>29.25</i>	
5				<i>SW 1</i>	<i>29.25</i>	
6				<i>SW 1</i>	<i>29.25</i>	
7				<i>SW 1</i>	<i>29.25</i>	
8				<i>SW 1</i>	<i>29.25</i>	
9				<i>SW 2</i>	<i>29.25</i>	
10				<i>3</i>	<i>29.25</i>	
11				<i>2</i>	<i>29.25</i>	
12				<i>1</i>	<i>29.22</i>	

Coal at noon, on hand, _____; consumed during 24 hours, _____

Lat., _____; Long., _____

Examined and found correct.

Anthony F. Nicklett
 Commanding Officer
 U. S. N., Comdg.

LOG OF THE U. S. S. *Essex*Commander *A. F. Duckett, O. N. 1.*, U. S. N., COMDG.Date *August 8, 1916.*

NAVIGATION DATA.

HOURL.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M.						
1		6		4	29-09	
2		14		5		
3		22		5		
4		30		4	29-20	
5		37 1/2		4	29-18	
6		45 3/4		4	29-18	
7		53 3/4		4	29-15	
8		62 1/2		4	29-15	
9		70 1/2		4	29-15	
10		78 3/4			29-15	
11		86 3/4			29-15	
12		94			29-15	
A. M.						
1		1		3	29-05	
2		10		2	29-02	
3		15		3	29-01	
4	338°	15		4	29-10	
5		15		3	29-10	
6		15		3	29-05	
7		15		3	29-05	
8		15		3	29-05	
9		15		3	29-05	
10		15		3	29-07	
11		15		3	29-07	
12		202		3	29-09	

Coal at noon, on hand, _____; consumed during 24 hours, _____ Lat., _____; Long., _____

Examined and found correct.

Anthony F. Duckett
Commander, O. N. U. S. N., Commanding.Date *August 9, 1916.*

HOURL.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M.						
1		99.1			29.4	
2						
3						
4						
5						
6				NE. 1	29-22	
7				NE. 6	29-22	
8				NE. 8	29-24	
9				SE. 5	29-23	
10				SE. 5	29-21	
11				SE. 2	29-20	
12				SE. 2	29-40	
A. M.						
1	341	1 1/2			29-18	
2	341	4 1/2			29-20	
3	332	18			29-22	
4	332	25			29-23	
5	330	34 1/4		3	29-22	
6	330	42 1/2		NE. 3	29-22	
7	295	51		NE. 3	29-22	
8	295	59 1/2		NE. 3	29-22	
9		67 1/2			29-25	
10	276	76 3/4			29-25	
11	276	85 3/4			29-25	
12		91 1/2			29-40	

Coal at noon, on hand, _____; consumed during 24 hours, _____ Lat., _____; Long., _____

Examined and found correct.

Anthony F. Duckett
Commander, O. N. U. S. N., Commanding.

LOG OF THE U. S. S. *Essex**Comdr. G. F. Nickless* U. S. N., COMDG.Date *August 10, 1916*

NAVIGATION DATA.

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M.						
1					29-40	
2					29-40	
3					29-35	
4					29-30	
5		1			29-20	
6		103 1/4			29-15	
7		19			29-16	
8		40 1/4		S by W	29-40	
9	207	33 1/4		S by E	29-40	
10	207	41 1/4		S by E	29-40	
11	207	49 3/4		S by E	29-15	
12	207			S by E	29-15	
A. M.						
1			SE	7	29-20	
2			SE	7	29-20	
3			SSE	7	29-20	
4			SSE	7	29-20	
5			SSW	7	29-20	
6			S	7	29-20	
7			S	7	29-20	
8			SSE	7	29-40	
9	No set course		SSE	7	29-40	
10	175		S by W	7	29-40	
11	No set course		SSW	7	29-40	
12	No set course		SE	7	29-40	

Coal at noon, on hand, _____; consumed during 24 hours, _____ Lat., _____; Long., _____

Examined and found correct.

Anthony F. Nickless
Commander, U. S. N., Commanding.Date *August 11, 1916*

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M.						
1				W 1	29-30	
2				W 1	29-32	
3				W 1	29-35	
4				W 1	29-30	
5				W 1	29-35	
6				W 1	29-35	
7				W 1	29-35	
8				W 1	29-35	
9				W 1	29-35	
10				W 1	29-35	
11				W 1	29-40	
12				W 1	29-38	
A. M.						
1	No set course		S by E	1	29-40	
2	No set course		SE	1	29-20	
3	No set course		SE	1	29-20	
4	110		SE	1	29-20	
5	110		SE	1	29-20	
6	290		SE	1	29-20	
7	165		W	1	29-20	
8	E 1/2 S		W by W	1	29-20	
9	Same course		"	1	29-20	
10	do		"	1	29-20	
11	do		"	1	29-20	
12	at anchor		"	1	29-20	

Coal at noon, on hand, _____; consumed during 24 hours, _____ Lat., _____; Long., _____

Examined and found correct.

Anthony F. Nickless
Commander, U. S. N., Commanding.

LOG OF THE U. S. S. *Cass*

Comdr. A. F. Nicklett, U. S. N., COMDG.

Date *August 12, 1916.*

NAVIGATION DATA.

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M. 1				N. W. 21 1	29-40	
2				N. W. by N.	29-40	
3				N. W.	29-40	
4				N. W.	29-37	
5				S. W.	29-35	
6	10 N. W.			W. S. W.	29-35	
7				W. S. W.	29-34	
8				W. S. W.	29-36	
9				W. N. W.	29-35	
10				W. N. W.	29-35	
11				N. W. 3	29-34	
12				N. W. 3	29-35	
A. M. 1				W.	29-38	
2	759			N. W. by W.	29-38	
3	765			W. N. W. 3	29-37	
4	745			W. by N. 3	29-34	
5	745					
6	734			S. W. by W.	29-34	
7				W.	29-80	
8				W.	29-82	
9				W.	29-85	
10				E.	29-78	
11				E.	29-72	
12				N. W.	29-40	

Coal at noon, on hand, _____; consumed during 24 hours, _____

Lat., _____; Long., _____

Examined and found correct.

Anthony J. Nicklett
Commander, U. S. N., CommandingDate *August 13, 1916.*

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M. 1	207	35.5		W. by S. 4	29-42	
2	207	44.25		W. by S. 4	29-40	
3	207	53.75		W. by S. 4	29-40	
4	207	63.		W. by S. 4	29-40	
5	207	73.75		S. S. W. 4	29-40	
6	207	83.		S. S. W. 4	29-37	
7	207	90.2		S. S. W. 4	29-37	
8	195	100.75		S. S. W. 4	29-37	
9	191	118.75		S. S. W. 2	29-36	
10	191	128.25		S. S. W. 3	29-35	
11	191	137.5		S. S. W. 4	29-34	
12	191			S. S. W.	29-60	
A. M. 1	at anchor.			N. W. by S. 4	29-35	
2				N. W. by N. 2	29-35	
3				N. N. W. 5	29-35	
4				N. by E. 5	29-36	
5				N. by E. 4	29-35	
6				N. N. E. 1	29-30	
7				N. W.	29-35	
8				N. W.	29-40	
9	305			N. by E.	29-40	
10	305			N. W. by W.	29-60	
11	305	19.4		N. W.	29-60	
12	305	27.4		N. W.	29-62	

Coal at noon, on hand, _____; consumed during 24 hours, _____

Lat., _____; Long., _____

Examined and found correct.

Anthony J. Nicklett
Commander, U. S. N., Commanding

LOG OF THE U. S. S. Essex, Comdr. A. F. Nickliss, U.S.N., COMDA.Date August 14, 1916

NAVIGATION DATA.

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M. 1	at anchor.			SE by E	29-25	
2				SE by E	29-25	
3				SE by E	29-20	
4				SE by E	29-20	
5				S by W	29-15	
6				S by W	29-15	
7				S by W	29-15	
8				S by W	29-15	
9				S by W	29-15	
10				S by W	29-15	
11				S by W	29-15	
12				S by W	29-15	
A. M. 1				S by W	29-15	
2				S by W	29-15	
3				S by W	29-40	
4				S by W	29-35	
5				S by W	29-30	
6				S by W	29-30	
7				SW	29-30	
8				SW	29-30	
9				SW	29-25	
10				SW	29-25	
11				SW	29-27	
12				SW	29-30	

Coal at noon, on hand, _____; consumed during 24 hours, _____ Lat., _____; Long., _____

Examined and found correct.

Date August 15, 1916.
Anthony F. Nickliss
 Commanding Officer, U.S.N. Commanding.

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M. 1	at anchor.			SSE	29-10	
2				SSE	29-10	
3				SSE	29-09	
4				SSE	29-08	
5				SSE	29-08	
6				SSE	29-08	
7				SSE	29-08	
8				SSE	29-08	
9				NE	29-11	
10				NE	29-11	
11				NE	29-11	
12				NE	29-11	
A. M. 1	at anchor.			S by W	29-15	
2				S by W	29-10	
3				S by W	29-10	
4				S by W	29-10	
5				S by W	29-11	
6				S by W	29-10	
7				S by W	29-10	
8				S by W	29-09	
9				S by W	29-10	
10				S by W	29-10	
11				S by W	29-10	
12				S by W	29-10	

Coal at noon, on hand, _____; consumed during 24 hours, _____ Lat., _____; Long., _____

Examined and found correct.

Anthony F. Nickliss
 Commanding Officer, U.S.N. Commanding.

LOG OF THE U. S. S. *Essex*

Comdr. A. J. Dicklett, U. S. N., COMDG.

Date *August 16, 1916.*

NAVIGATION DATA.

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M.						
1	28	140		NE 1	29-25	
2	28	148 1/4		NE 1	29-26	
3	29	156 3/4		NE 1	29-26	
4	29	165 1/2		NE 1	29-26	
5	29	172 1/2		NE 1	29-25	
6	113	181 3/4		NE 1	29-30	
7	65	190 1/2		E by S 1	29-30	
8	65	198 1/4		E by S 1	29-30	
9	35	206 1/4		E by S 1	29-30	
10	36	215		E by S 1	29-30	
11	37	222 3/4		E by S 1	29-30	
12	36	230 1/2		E by S 1	29-30	
A. M.						
1	at Anchor			W by W.	29-15	
2	"			W by W.	29-15	
3	"			W 1	29-15	
4	28	67 1/2		W 1	29-15	
5	28	73 1/4		W 1	29-20	
6	28	80 1/4		W 1	29-20	
7	28	88 1/4		W 1	29-20	
8	28	96 1/4		W 1	29-27	
9	28	104 3/4		W 1	29-23	
10	28	112 1/4		W 1	29-25	
11	28	121		W 1	29-25	
12	28	130 3/4		W 1	29-25	

Coal at noon, on hand, _____; consumed during 24 hours, _____; Lat., _____; Long., _____

Examined and found correct.

Comdr. A. J. Dicklett, U. S. N., Commanding.

Date *August 17, 1916*

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M.						
1	at Anchor			W S W	29-37	
2				W S W	29-38	
3				W S W	29-35	
4				W S W	29-35	
5				W S W	29-35	
6				W S W	29-37	
7				W S W	29-37	
8				W S W	29-37	
9				W S W	29-36	
10				W S W	29-36	
11				W S W	29-36	
12				W S W.	29-36.	
A. M.						
1	36	238.5		SE	29-20	
2	36	245.75		SE	29-25	
3	36	253.75		SE	29-30	
4	33	264.		SE	29-30	
5	27	271.75		SE	29-32	
6	70	279.25		SE	29-33	
7	at Anchor			SE	29-33	
8				SE	29-33	
9				SE	29-35	
10				E by W.	29-25	
11				W S W	29-20	
12				W S W.	29-20	

Coal at noon, on hand, _____; consumed during 24 hours, _____; Lat., _____; Long., _____

Examined and found correct.

Comdr. A. J. Dicklett, U. S. N., Commanding.

LOG OF THE U. S. S. *Cassid*Commander *A. F. Dickel* U. S. N., COMDG.Date *August 18 1916*

NAVIGATION DATA.

HOURL.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M.						
1	160	139.7		SE 3	29-36.	
2	160	147.6.		SE 3	29-36	
3	165	155.6.		SE 3	29-36	
4	165	163.7.		SE by S. 3	29-36	
5	165	172.5		SE by S. 4	29-36	
6	165	180.25		SE by S. 4	29-36	
7	165	188.		SE by S. 4	29-36.	
8	165	195.50		SE by S. 4	29-35	
9	165	204.25		SE by S. 4	29-35.	
10	166	211.50		SE by S. 4	29-38	
11	166	219		SE by S. 4	29-39	
12	166	227		SE by S. 4	29-42	
A. M.						
1	at anchor			SE by S.	29-36	
2	"			SE by S.	29-36	
3	"			SE by S.	29-35	
4	"			SE by S.	29-35	
5	90			SE by S.	29-40	
6	128	85.25		SE by S. 4	29-35	
7	132	93.25		SE by S. 4	29-35	
8	132	101.25		SE by W. 4	29-35	
9	132	108.		SE by W. 3	29-40	
10	132	115.25		SE by W. 3	29-40	
11	132	122.25		SE by W. 3	29-38	
12	160	130.50		SE by W. 3	29-36	

Coal at noon, on hand, _____; consumed during 24 hours, _____ Lat., _____; Long., _____

Examin'd and found correct.

Commander *A. F. Dickel*
Commanding.Date *August 19 1916*

HOURL.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M.						
1	225	261		SE 3	29-45	
2				SE by S.	29-45	
3				SE by W.	29-45	
4				SE by W.	29-45	
5				SE by W.	29-40	
6				SE by W.	29-40	
7				SE	29-40	
8				SE	29-40	
9				SE	29-40	
10				SE	29-40	
11				SE	29-40	
12				SE	29-40	
A. M.						
1	166	245		SE by S.		
2	168	256.1		SE by S.		
3	168	250.6		SE by S.	29-40	
4	168	258.6		SE by W.	29-40	
5	270	264.25		SE by W.	29-42	
6	270	271.25		SE by W.	29-41	
7	186	280.25		SE by W.	29-40	
8	190	286.		SE	29-40	
9	Various	292.5		SE by E.	29-40	
10	do			SE	29-41	
11	do			SE	29-43	
12	do			SE.	29-45	

Coal at noon, on hand, _____; consumed during 24 hours, _____ Lat., _____; Long., _____

Examin'd and found correct.

Commander *A. F. Dickel*
Commanding.

LOG OF THE U. S. S. *Cass*

Comdr. O. F. McPart. ON M., U. S. N., COMDG.

Date *August 20, 1916*

NAVIGATION DATA.

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M. 1	No Course	<i>Log</i>		<i>Sky W.</i>	<i>29.41</i>	
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
A. M. 1	<i>at anchor.</i>			<i>Sw by W.</i>	<i>29.40</i>	
2	"			<i>Sw by W.</i>	<i>29.40</i>	
3	"			<i>Sw by W.</i>	<i>29.40</i>	
4	"			<i>Sw by W.</i>	<i>29.40</i>	
5	"			<i>Sw by W.</i>	<i>29.40</i>	
6	"			<i>Sw by S.</i>	<i>29.37</i>	
7	<i>no set course</i>			<i>Sw by S.</i>	<i>29.40</i>	
8	"			<i>Sw by S.</i>	<i>29.40</i>	
9	"			<i>Sw by S.</i>	<i>29.40</i>	
10	<i>216</i>			<i>Sw by S.</i>	<i>29.41</i>	
11	<i>216</i>			<i>Sw by S.</i>	<i>29.41</i>	
12	<i>no set course</i>			<i>Sky W.</i>	<i>29.41</i>	

Coal at noon, on hand, _____; consumed during 24 hours, _____ Lat., _____; Long., _____

Examined and found correct.

Anthony F. Fickler
 Commanding.
 U. S. N., Comdg.

Date _____

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M. 1	<i>No course</i>					
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
A. M. 1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						

Coal at noon, on hand, _____; consumed during 24 hours, _____ Lat., _____; Long., _____

Examined and found correct.

Anthony F. Fickler
 Commanding.
 U. S. N., Comdg.

LOG OF THE U. S. S. *Exeter**Comdr. A. F. Nichol* U. S. N., COMDR.Date *Sept. 7, 1916.*

NAVIGATION DATA.

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M. 1	96	—	7 miles	E. 2	29.45	
2	104	92	7	E. 3	29.45	
3	77	97.25	✓	N.E. 4 N. 3	29.45	
4	77	105	7	N.E. 4 N. 3	29.45	
5	77	113.25	8	N.E. 3	29.45	
6	77	120.5	7	N.E. 3	29.46	
7	77	128.75	8	N.E. 3	29.47	
8	77	135.5	8	N.E. 3	29.48	
9	77	143.25	7	N.E. 3	29.49	
10	77	150.	7	N.E. 3	29.50	
11	77	157.5	7	N.E. 3	29.50	
12	77	165.	7	N.E. 3	29.50	
A. M. 1	at anchor					
2						
3						
4						
5						
6						
7						
8	110	—				
9	110	—	2	E. 2	29.44	Circle Is. 0.8 mi (2).
10	113	—	7	E. 2	29.44	
11	113	—	7	E. 2	29.44	
12	113	—	7	E. 2	29.44	

Coal at noon, on hand, _____; consumed during 24 hours, _____ Lat., _____; Long., _____

Examined and found correct.

Anthony F. Nichol
Commanding Officer, U. S. S. *Exeter*Date *Sept. 8, 1916*

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M. 1	100					
2	Maneuvers					
3	at anchor.					
4	under way.					
5	259	14			29.50	
6	259	24	8	S.W. 2	29.50	
7	259	30.5	8	S.W. 2	29.50	
8	259	37.5	7	S.W. 2	29.50	
9	259	48	10.5	S. 2	29.45	
10	259	55	7	S. 1	29.45	
11	259	62	7	S. 1	29.45	
12	259					
A. M. 1	77			N.E. 3	29.50	
2	83	181.5		N.E. 3	29.50	
3	53			N.E. 3	29.50	
4	83			N.E. 3	29.50	
5	83			N.E. 3	29.50	
6	110	714.0		N.E. 3	29.50	
7	at anchor					
8						
9						
10						
11						
12						

Coal at noon, on hand, _____; consumed during 24 hours, _____ Lat., _____; Long., _____

Examined and found correct.

Anthony F. Nichol
Commanding Officer, U. S. S. *Exeter*

LOG OF THE U. S. S. *Corv*, *G. F. Mearns*, *Comdr. U. S. N.*, COMDG.Date *Sept. 14, 1916.*

NAVIGATION DATA.

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M. 1	<i>Various</i>					
2	<i>Various</i>					
3	<i>Various</i>					
4						
5						
6						
7						
8						
9						
10						
11						
12						
A. M. 1	<i>259</i>	<i>70</i>	<i>8</i>	<i>S.</i>	<i>1</i>	<i>29.45</i>
2	<i>259</i>	<i>77</i>	<i>7</i>	<i>S.</i>	<i>5</i>	<i>29.40</i>
3	<i>259</i>	<i>84</i>	<i>7</i>	<i>S.W.</i>	<i>5</i>	<i>29.40</i>
4	<i>259</i>			<i>S.W.</i>	<i>5</i>	<i>29.40</i>
5	<i>259</i>	<i>100</i>		<i>S.W.</i>	<i>5</i>	<i>29.40</i>
6	<i>259</i>			<i>S.W.</i>	<i>5</i>	<i>29.40</i>
7	<i>230</i>	<i>107.5</i>		<i>S.W.</i>	<i>4</i>	<i>29.40</i>
8	<i>230</i>	<i>117.75</i>		<i>S.W.</i>	<i>3</i>	<i>29.40</i>
9	<i>225</i>	<i>124.75</i>		<i>S.W.</i>	<i>3</i>	<i>29.37.5</i>
10	<i>215 1/2</i>	<i>132.75</i>		<i>S.W.</i>	<i>3</i>	<i>29.35</i>
11	<i>288</i>	<i>141.75</i>		<i>S.W.</i>	<i>7</i>	<i>29.32.5</i>
12	<i>288</i>	<i>148.75</i>		<i>S.W.</i>	<i>7</i>	<i>29.32.5</i>

Coal at noon, on hand, _____; consumed during 24 hours, _____ Lat., _____; Long., _____

Examined and found correct.

Date _____

Anthony J. Rickert
 Commanding, U. S. N., Comdg.

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M. 1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
A. M. 1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						

Coal at noon, on hand, _____; consumed during 24 hours, _____ Lat., _____; Long., _____

Examined and found correct.

_____, U. S. N., Comdg.

LOG OF THE U. S. S. _____, U. S. N., COMDG.

Date _____

NAVIGATION DATA.

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M.						
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
A. M.						
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						

Coal at noon, on hand, _____; consumed during 24 hours, _____ Lat., _____; Long., _____

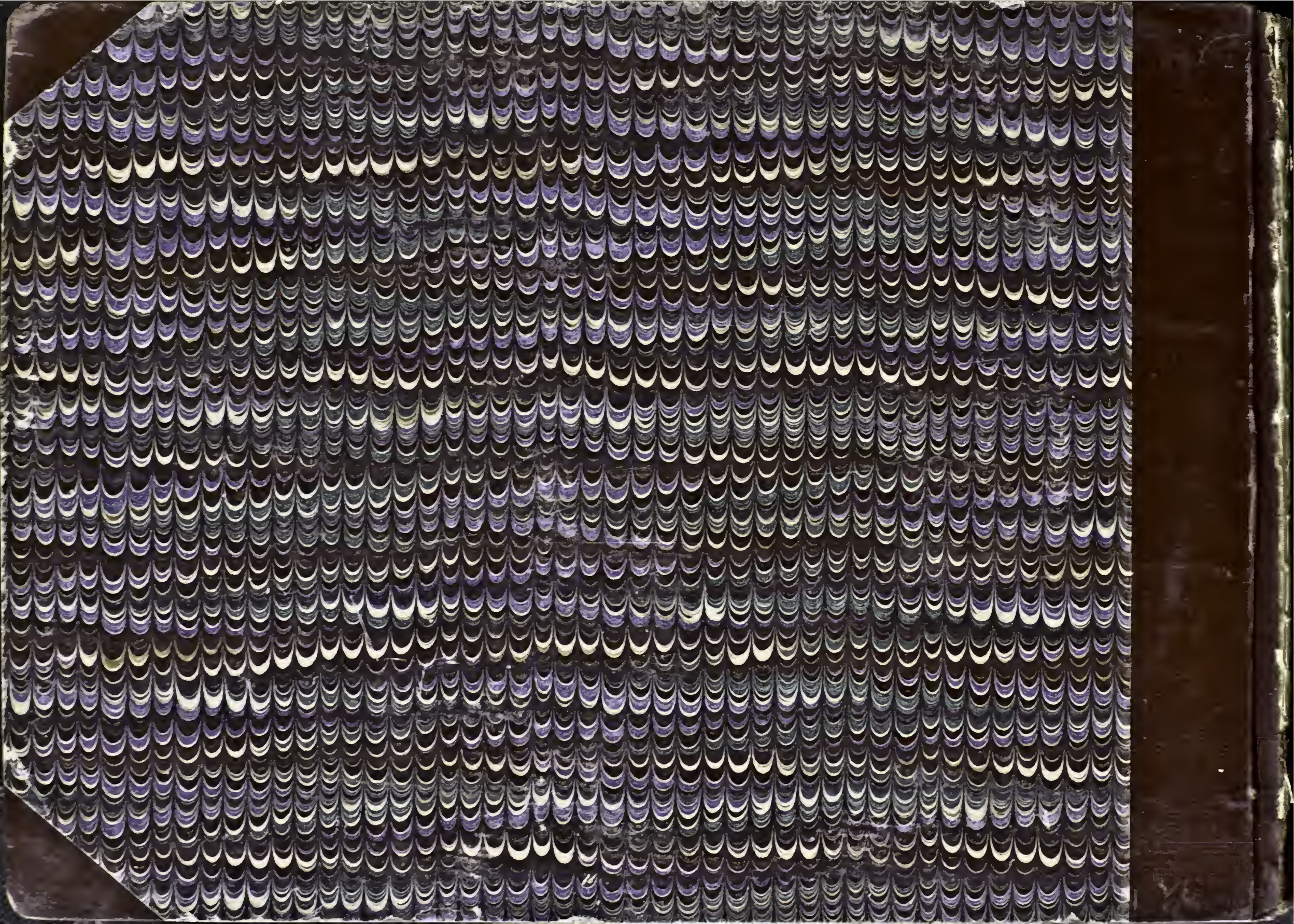
Examined and found correct. _____, U. S. N., Comdg.

Date _____

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M.						
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
A. M.						
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						

Coal at noon, on hand, _____; consumed during 24 hours, _____ Lat., _____; Long., _____

Examined and found correct. _____, U. S. N., Comdg.



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